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# The China Mail.

ESTABLISHED 1845

NOTES ON THE  
MAIL IN HONGKONG  
AND SOUTH CHINA  
By the Rev. O. A.  
BONHOMME, M.A.  
To be had at the  
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Part I Revised. Price 75 Cts.

No 15,865.

號六廿月二年四十一百九千一第

HONGKONG, THURSDAY, FEBRUARY 26, 1914

第甲次第廿三國民華中

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No. 12, Queen's Road East,  
Hongkong, Oct. 2, 1912.

NAVAL AND MILITARY.

From the Correspondent of the London  
China Express of Jan. 30.

Lieutenant G. F. L. L. Page, who has  
been appointed to the command of the  
gunboat Thistle, China Squadron, was  
lately gunnery officer of the cruiser Flora,  
which recently returned home from the  
China Station. He has been in the naval  
service for nearly 17 years, and in addition  
to being a gunnery officer is also a signal-  
ling expert.

Captain Llewellyn J. G. Morgan Owen,  
South Wales Borderers, having been  
seconded whilst a student at the Staff  
College, Camberley, this brings in Captain  
for a brief period to the establishment of  
the Borderers. Captain Bradick was  
lately employed as a junior of the 7th  
Battalion Lancashire Fusiliers.

Major F. H. Gillespie, 1st Battalion  
South Wales Borderers, has been appointed  
to the command of the Depot Companies,  
Barrack, in relief of Major W. E. R. Smith.

Captain George M. Bond, who has been  
promoted to that rank in the King's Own  
Light Infantry, is serving with the 1st  
Battalion at Singapore. Captain Bond was  
first commissioned in July, 1901, and has  
thus served nearly 13 years for his brigade  
staff. He was with the Imperial Yeomanry  
in South Africa, and took part in various  
actions in the Transvaal and Cape Colony,  
including the actions of Elands River and  
Faber's Pore (Queen's medal with clasp).

Major T. R. Stokoe, 1st Battalion Duke  
of Cornwall's Light Infantry, has been  
detached for a tour of duty with the 3rd  
Reserve Battalion at Borneo, in relief of  
Major J. H. T. Cornish-Bowden, whose  
tour will expire on April 9 next.

The paid-off crews of the Uek, Ribble,  
and Welland, on the China Station, were  
landed at Plymouth on 24th inst.

The French Council of State has just  
been called upon to decide a point of the  
greatest interest to the Colonial Army of  
France. The point at issue was the legality  
of a decision of the Minister of War, who  
had given an order to the Commander of  
the corps of occupation of China to give  
the effective command of a battalion of the  
16th Colonial Regiment to a certain Chief  
of Battalion of the home army, who was  
authorized to put in a period of service in  
this regiment. It is a point that the law  
of July 7, 1900, provides absolutely for the  
autonomy of the Colonial troops, and  
reserves their command to the officers of  
these troops. A certain captain of the  
Colonial Army had appealed against the  
decision of the Minister of War, and the  
result that the Council of State has  
annulled the decision in question and  
upheld the appeal.

Capt. Edward George Lowther-Crofton,  
D.S.O., who is to relieve Capt. Cowan as  
assistant to Rear-Admiral De Robeck,  
the Admiral of the Pacific, went to China  
in October, 1890, as gunnery lieutenant of  
the Centurion, flagship of Sir Edward  
Seymour. He took part in that admiral's  
gallant attempt to relieve the Peking  
Legations in June, 1900, and was highly  
commended in dispatches for his conduct  
in command of the rear-guard left to  
destroy the Heiku Arsenal after the force  
had evacuated it. For these services he  
has the D.S.O. and the China medal.

We may recall that Capt. Hubert  
Stansbury, who replaces Capt. Parker as  
Assistant Transport Officer at South-  
ampton, was in September, 1911, appointed  
to the Tanar, additional gunnery  
duties at Hongkong and for the remainder  
of the year, and held this post until  
early in 1914.

AN UNDER-SEA TUNNEL.

Ambitious Project.

A Danish and a Swedish engineer, Mr.  
Quistgaard and Mr. Orr, have started  
negotiations with the Danish and Swedish  
Governments for the construction of a rail-  
way tunnel under the Sound from Malmo,  
in Sweden, to Copenhagen. The distance  
is about twenty-two miles, and the cost is  
estimated at £5,000,000.

DON'T COUGH.

It is absurd to allow a cough to hang on  
and sap your vitality when Chamberlain's  
Cough Remedy will cure you. You  
don't know where a persistent cough will  
lead you. You can't afford to allow your  
lungs to become diseased when  
it is so simple a thing to get rid of a  
cough with Chamberlain's Cough Remedy.  
It is a cough remedy of the highest quality  
and is sold by all  
Druggists and Storekeepers.

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CONDENSED. Obtained from all stores: packed in two sizes

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 26th FEBRUARY.

8 A.M. HONAM. 8 A.M. HEUNGSHAN.

10 P.M. FATSHAN. 5 P.M. KINSHAN.

FRIDAY, 27th FEBRUARY.

8 A.M. HEUNGSHAN. 8 A.M. HONAM.

10 P.M. KINSHAN. 5 P.M. FATSHAN.

A Telephone Service has been recently installed on the Company's Steamers  
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'.

HONGKONG TO MACAO.

Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 1st MARCH.

The Company's New Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street  
Wharf.

This steamer connects with the excursion steamer returning from Macao at 8 P.M.

FARES:

Saloon Single \$2.50, Return \$4.00.

1st Class Single \$1.25, Return \$1.75. 2nd Class Single 80 cts., Return \$1.30.

Staterooms:—Saloon Single 50 cts., Return 75 cts. per person.

1st Class Single 25 cts., Return 40 cts. per person.

2nd Class Single 15 cts., Return 25 cts. per person.

One Cabin in each Class reserved free for use of Ladies.

Return tickets issued from S.S. "TAISHAN" are available on S.S. "SUI AN"  
leaving at 8 P.M.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'SUI AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S.S. 'HOI-SANG'.

Departures from Macao to Canton on Tuesday, Thursday and Sunday, at 9 P.M.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 P.M.

JOINT SERVICE OF THE  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION  
COMPANY, LTD., AND THE LINDA-CHINA STEAM NAVIGATION COMPANY, LTD.

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S.S. 'ZAI-NAM' 584 Tons, and S.S. 'NANNING' 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days  
at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or  
vice versa by the Company's direct steamers "LIFTAN" and "SANUL". These vessels  
have superior Cabin accommodation and are lighted throughout by electricity. Electric  
Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

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IRON STEEL METAL AND HARD

WARE MERCHANTS. Wholesale

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Hongkong, September 4, 1913.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private  
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and Writing Rooms.  
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SHIPBUILDERS, EALYORS AND REPAIRERS, BOILERMAKERS, FORGE,  
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ELECTRICAL AND MECHANICAL ENGINEERS.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
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GRAVING DOCK 78' x 38' x 34'

Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

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DESCRIPTION

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

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Telegraphic Address: "TAIKOO DOCK." Telephone No. 215.

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GERMAN SAUSAGE FACTORY

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Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can

be obtained already sliced by 1/4 and 1/2 lb. etc.

Beef and Pork sausages made fresh every morning.

Special arrangements will be made with Hotels, Canteenes,

Boarding-houses, Sh ps, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

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Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

—Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
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Terms:—From \$5 per day Max. Telephone Add: "Peak Hotel."

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THE interest and responsibility of Mr.  
FRANK BARNSTON DEACON in our  
Firm ceased on the 3rd April, 1913.

DEACON, LOOKER,  
DEACON & HARBSTON.

Hongkong, Feb. 25, 1914.

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SURGEON DENTIST.

No. 14, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation Free.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate

in Literature, has been a teacher

to European officials and merchants in this

Colony for over ten years.

He has a good method of teaching. Euro-

peans to pass in the Chinese examination, and

is possessed of a fine, rare collection of

Chinese books. He has also a good know-

ledge of Mandarin and Hakka.

Those who intend learning the Chinese

language are requested to write care of

China Mail Office, or direct to 37, Holy

wood Road, 1st floor.

Hongkong, May 17, 1912.

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net.

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FOR BREAD.

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FOR CAKES

## WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1912.

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JUST ARRIVED NEW SHIPMENT CERTIFIED BY AUSTRALIAN

GOVERNMENT 1st GRADE PACKED EXPRESSLY FOR THE

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PRICE 70 Cts. Per Lb.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON  
FOUNDERS. All work done at this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
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Works Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 429.

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Estimates furnished on application.

Hongkong, April 1, 1913.

WONG PING WA, Manager.

## CALBECK MACGREGOR & CO.

ESTABLISHED 1864.

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JAMESON'S THREE STAR

IRISH WHISKY.

The finest Irish Whisky on

the market.















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## STATION HOTEL

Electric Light and Fan.  
Bath-room to each room.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.  
Private Dining Room.  
EXCELLENT COUSINE.

For Particulars apply to  
THE MANAGER.  
Tel. No. 1129. Telf. Address "STATION."  
Hongkong, Feb. 5, 1914. 296

## KING EDWARD HOTEL

Central Location.  
Electric Light, Fan and Lighting.  
European Baths and Sanitary Fixings.  
Hot and Cold Water System throughout.  
Best of Food and Service.  
Telephone 773.  
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Telf. Address "VICTORIA."

## KINGSLERE HOTEL

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.  
Numerous quiet Suites with luxuriously fitted Bathrooms. Telephone and Electric Fans.  
Telephones, bedrooms and sitting-rooms throughout.  
Telephone one No. 1125.  
Cable Address "Kingslere."  
A.B.C. Code 5th Ed.  
Hongkong, September 1, 1905. 130

## BRASSIDE PRIVATE HOTEL

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well-furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 690.  
Apply to Mrs. F. W. WATTS,  
Brasside, 25, Macdonnell Road  
Hongkong, September 2, 1909.

## WYNDHAM HOTEL

## 29 WYNDHAM (FLOWER) STREET.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES WALK FROM BUSINESS CENTRE.  
Families, Residents and Tourists made thoroughly comfortable.  
Terms Moderate.  
Run on First-Class Lines  
Under the Personal Supervision of the Proprietress  
M. S. MOY.

THE ALEXANDRA CAFE cannot be beaten, if Equalled, For Breakfast, Lunch, and Dinner with Wines and Liquor.

## TO LET

## TO BE LET.

From 1st April, 1914.  
"OLDESLOE", Austin Road, Kowloon.  
Apply to PATELL & CO.,  
79, Wyndham Street.  
Hongkong, Feb. 24, 1914. 254

## TO LET.

OFFICES, Rooms and Godowns on the Ground and Second Floors, No. 14, Des Voeux Road Central, the Premises now occupied by the South China Monetary Board. Possession 1st May, 1914, or earlier.  
Flat "Wild Dell" Buildings, Wanchoi Road.  
No. 4, Mosque Junction.  
The "Neck" No. 48 Peak.  
"Homestead", No. 45 Peak.  
Immediate possession.  
Apply to:  
SANG LEE,  
c/o Comptroller Department,  
HONGKONG & SHANGHAI BANKING CORPORATION.  
Hongkong, Feb. 23, 1914. 252

## TO LET.

NO. 113, PLANTATION ROAD.  
Peak, furnished from 4th March. 5, 6 or 7 rooms, electric light, hot-water and garden.  
No. 7, Mountain View, immediate possession.  
DENNIS & BOWLEY.  
Hongkong, Feb. 24, 1914. 232

## TO LET—FURNISHED.

MCDREENAGH No. 21 East, The Peak from 1st April.  
Apply to GILMAN & CO.,  
8, Des Voeux Road.  
Hongkong, Feb. 18, 1914. 220

## TO LET.

FOUR-ROOMED HOUSES in Grenville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.  
SHOP with Godown attached, NATHAN Road, Kowloon.  
Kowloon Marine Lot No. 48 with Wharf.  
Flat in Humphreys Buildings.  
WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.  
Apply to:  
HUMPHREYS ESTATE & FINANCE CO., Ltd.  
Hongkong, Feb. 2, 1914.

## TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.  
No. 68 Peak, MOUNT KELLET, (Church Mission Society Bungalow) till 30th May 1914, partly furnished, cheap rent.  
"No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914."  
"KELLET CREST" No. 66 The Peak, from 1st March 1914, partly furnished.  
"No. 19th SHEELLY STREET."  
From 1st October 1913.  
"No. 5 MOUNTAIN VIEW from 1st April 1914."  
No. 24 B LILIOS TERRACE from 1st April, 1914.  
No. 55 ELGIN TERRACE, 6 rooms  
"To let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone."  
FOR SALE.  
HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.  
Apply to:  
LIVESTAD & DAVIS,  
3rd Floor, Alexander Buildings,  
Hongkong, Feb. 23, 1914. 61

## THE GILT-EDGED BOOM.

(From the "Daily Telegraph" of January 31.)

An extraordinary change has come over the markets this week, which is directly attributable to the belief that we are at the beginning of a lasting period of cheap money. The reduction of a full point in the Bank rate from 4 to 3 per cent. in a week has not occurred for twenty years, and, together with the evidence that the Bank of England had largely increased its investments, it was taken to mean that the Bank authorities regarded both political and financial conditions as having taken a decided turn for the better. While trade has admittedly fallen off to some extent, and consequently released a certain amount of money, anything like a prolonged slump is not looked for in the best informed quarters. So long as we continue to provide huge amounts of cash for the Colonies and South America, the demand for goods which we can supply will go on, and it may be pointed out that as China settles down under her new régime business with that country may be expected to revive, while in another direction the lower tariff of the United States ought not to be wholly without effect on British manufacturers. Hence it will be well not to count too much on "black trade" as a reason for a big advance in high-class securities. Actually such a cause is not wanted. What we term gilt-edged stocks have been as unduly depressed for the last few years as they were over-inflated in 1890-91. With a return of confidence—and a recovery in prices is the surest way of bringing it about—stocks will appreciate once more to a level where 3½ per cent. will be considered a fair yield on the best trustee securities.

In the following table are shown the prices of a few first-class stocks at the end of December and now:

	End Dec.	Jan. 30	Rise.
Consols	71½	75½	4
Irish 2½ per cent.	70½	74½	4
Irish 3 per cent.	77	80	3
Local Loans 3 per cent.	81½	84	2½
Transvaal 5 per cent.	88½	94	5½
India 3½ per cent.	85	92½	7½
India 4 per cent.	72	79½	7½
L.C.C. 3½ per cent.	90½	97½	7
L.C.C. 3 per cent.	75½	85½	10
Met. Water 3 per cent.	74½	86	11½
Port of London 4 per cent.	93½	99	5½
Canada 3½ per cent.	89	93	4
Canada 3 per cent.	82	85½	3½
Cape 3½ per cent.	87	89	2
Cape 3 per cent.	79	80	1
New Zealand 3½ per cent.	88½	91	2½
Victoria 3½ per cent.	87½	91	3½

These are pretty big movements in a month, and the natural comment of the professional is that the market has gone too fast. Against this view it must be remembered that the dealers have no stock on their books, and that holders to-day usually paid a good deal more than the present quotations, so that they are not disposed to sell yet awhile. If money remains as cheap as it is now, with the India Council lending for a month at 1½ per cent. and advances for shorter periods obtainable at 1 to 1½ per cent., speculative purchases can see a nice turn in buying securities that yield 3½ to 3½ per cent. It is, of course, the investor who ultimately fixes the level of prices, and it remains to be seen with what rate of interest he will be content. In spite, however, of the rapid recovery which has taken place, it will be strange if the gilt-edged group does not further improve for the opportunity to buy India Government stocks, for instance, to yield 3½ per cent. does not often occur.

Home Rails have had a good advance, though the Great Northern dividend caused a slight set-back in a few instances yesterday. Apparently the more sanguine had been expecting 3½ per cent. for the year on Great Northern Deferred, whereas the actual distribution is 3 per cent., as against 2½ per cent. for 1912. Probably the issue of £750,000 Preferred and £500,000 Deferred Ordinary last year had been overlooked, for when it is taken into account the result is

## TO LET

## TO LET.

TO LET—Furnished for seven months from the first week to March 1914; No. 64, The Peak—Apply to:  
G. M. HARTSON.  
Hongkong, Dec. 30, 1914. 1599

## TO LET.

OFFICES in King's Building.  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, Jan. 15, 1914. 803

## TO LET.

NO. 2 Hankow Road, Kowloon, from 1st April next 6 Rooms and Cellars, Electric Light throughout, 3 minutes from Ferry.  
Apply to:  
"VICTORIA VIEW."  
Kowloon.  
Hongkong, Feb. 24, 1914. 250

quite satisfactory. The published traffic increase for 1913 was £402,000, of which about £100,000 seems to have been "not profit." The dividend on the new issue just mentioned required £20,000, the additional ½ per cent. on the old deferred took £22,000 in round figures, the balance forward is increased by £12,000, and an extra sum of £25,000 is placed to general reserve, these items aggregating £79,000. Having regard to higher wages and the increased cost of coal, the retention of 25 per cent. of the gross as net increase is not bad. Another 1 per cent. might obviously have been paid without difficulty, but the Great Northern directors are always conservative, and, notwithstanding the recent advance, Great Northern Deferred yields 4½ per cent. at the current quotation.

The Great Eastern dividend was a pleasant surprise, the reduction in the first half-year being made up by a corresponding increase now, so that the return for the whole of 1913 is the same as for 1912—viz., 2½ per cent. The reason for the curtailment six months ago has yet to be explained, unless it was due to the adoption of a new policy under which the interim distribution will be no guide to the actual results of the previous six months. The only report so far to hand is that of the South-Eastern and Chatham Managing Committee, and it shows that, while gross receipts increased, £299,000, expenses went up £174,000, of which £43,000 arose from the higher price of coal and £33,000 from a heavier wages bill. Still, from the proportion accruing to it, the South-Eastern is able to raise the dividend on the Deferred from 1½ to 2 per cent. As regards the Chatham Company it was disappointing that the distribution on the Second Preference stock was not more than 1½ per cent., though it compares with only 1 per cent. for 1912. Below are the dividends so far declared for the whole year 1913, compared with those for 1912:

	1913.	1912.	per cent. per cent.
Chatham (Second Pref.)	1½	1	15
Great Eastern	2½	2½	—
Great Northern Def.	3	2½	20
G. N. of Scotland Def.	14	14	—
G. N. Ireland	6	5½	10
Gt. Southern & Western	5	5	—
Highland	2½	2½	—
Metropolitan	2½	2½	—
South-Eastern Def.	2	1½	33
Taff Vale	4	3½	14

These dividends are not astonishingly large, those of the two Irish companies being by far the best, and indicating the prosperity which the distressed country has enjoyed.

Generally, it is possible to record increased activity all round the Stock Exchange, and it only needs a settlement of some sort in Mexico to remove the remaining cloud that is overshadowing the markets. Wall Street has been hanging back a little during the last few days, but it will be surprising if Americans do not go ahead soon under the influence of cheap money and the necessity of meeting large note issues in the near future. The demand for good bonds both of North and South American railways is very noticeable, and it is to be hoped that investors in Mexico and Brazilian rails will not have to wait much longer for the much-needed recovery. Industrial and banking groups, and even South African gold mines have rallied from the slough of despond into which they had fallen, while there is every promise of a higher level for the leading diamond and copper shares.

## RISK OF JAPANESE DEGENERACY.

According to Prebendary H. E. Fox, who gave an address on Japan at the Victoria Institute, Charing Cross, on January 19, the simple habit of life which has so long characterized the Japanese is giving place among the wealthier classes to the luxury imported from other lands. The highly developed educational system is entirely secular. Notwithstanding the rapid speed of materialism and nationalism under European and American influence the Japanese people as a whole are still a religious people, and their piety, though less intensive than ours, is genuine. But the problems which face the Japanese are many and complex, and, according to Prebendary Fox, it is the same message that once conveyed Pagan Britain which alone will save Japan. English Christians, he declares, have a duty in that direction towards her political ally.

## His Britannic Majesty's Ships on the China Station.

Name	Class	Tonnage	Comd.	L.H.P.	Commander	Last report
Alacrity	despatch vessel	1850	3	8000	Comdr. Archibald Cochran	Hongkong
Atlas	Admiralty tug	—	—	—	—	—
Bramble	river gunboat	710	3	900	Lt.-Comdr. B. & Frichard	Shanghai
Britomart	river gunboat	710	3	900	Lieut. Comdr. W. H. Darvall	Shanghai
Cadmus	sloop	1070	6	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	550	4	7500	Lieut. H. T. Bingham	Hongkong
Cherub	water tank and tug	390	—	—	—	Hongkong
Clive	sloop	1070	6	1400	Comdr. Collis Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat destroyer	550	4	7500	Lieut. G. M. Blackman	Hongkong
Fame	torpedo boat destroyer	550	4	7500	Mr. A. J. Mallett, Gunner	Hongkong
Hampshire	crucier, 1st class	10,850	10	20,500	Capt. H. W. Graft	Hongkong
Jo	torpedo boat destroyer	550	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	550	4	7500	Lieut. E. K. Boddam-Whetham	Canton
Kinab	river gunboat	816	4	1500	Lt.-Comdr. H. D. Marryat	Yangtze River
Merlin	sloop	1040	—	—	Lt.-Comdr. Gibson	Hongkong
Minotaur	crucier, 1st class	14,800	—	27,000	Capt. E. B. Kiddle	Hongkong
Moorehead	river gunboat	180	3	800	Lt.-Com. Alan Dixon	West River
Newcastle	crucier, 2nd class	4800	12	23,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	2	940	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	550	—	7500	Lieut. R. W. Wilkinson	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lieut. F. A. N. Cronie	Hongkong
Robin	river gunboat	85	2	940	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	940	Lt.-Com. I. A. S. Hutcheon	West River
Snipe	river gunboat	85	2	940	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Tamar	receiving ship	6850	—	—	Commodore R. H. Anstruther, O.M.	Hongkong
Teal	river gunboat	180	3	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	3	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hongkong
Triumph	battleship	11,985	18	12,500	Capt. P. Stratfield, M.V.O.	Hongkong
Uk	torpedo boat destroyer	550	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	550	—	7500	Comdr. Seymour	Canton
Wilgon	river gunboat	180	2	900	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	4250	—	22,000	Capt. H. L. Cochran	Hongkong
C.56	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Hongkong
C.57	submarine	—	—	—	Lt.-Comdr. J. Gimes	Hongkong
C.58	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
C.59	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
C.60	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
C.61	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
C.62	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

\* Flagship of Vice-Admiral T. H. M. Jernam, R.C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonnage.	Comd.	Captains.	Last report at	
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	Capt. Makovitz	Hongkong	
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davaud	Hongkong
Kleber	French armoured cruiser	9770	13	19,600	Capt. Goute	Saigon
Montcalm	French flagship	9800	—	Capt. de Vaisseau.	Shanghai	
Decidée	French gunboat	945	10	1300	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	600	Lieut. de Jerville	Canton
Pelre	French gunboat	130	—	—	Lieut. Collin	Tongkin
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteuil	Tsuhong-Kin
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillao	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
Mausquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon

\* Flagship of Capt. (Commodore) Bouzinhac, Commanding the local defence force in China.

Emden	German cruiser	3600	2	3,500	Capt. v. Roeder	Hongkong
Graf Zeppelin	German armoured cruiser	11,600	—	—	Captain Brunninghaus	Tientsin
Itis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Marsberger	Tientsin
Other	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,600	24	26,000	Capt. von Schuler	Tientsin
S. 80	German torpedo boat	40	8	6500	Capt. Lieut. Berenberg	Tientsin
Taku	German torpedo boat	280	4	6000	Obt. v. S. Claessen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	800	Obt. v. S. Fries	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

## UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 9	U. S. submarine				Ensign J. McO. Murray	Cavite
A 4	"				Lieut. E. D. McWhorter	Cavite
A 6	"				Ensign J. C. Van de Carr	Cavite
A 7	"				Ensign O. M. Yates	Cavite
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. L. Beale	Cebu
Bainbridge	U. S. torpedo boat destroyer	420	7	8000	Ensign E. A. Jones	Cebu
Berry	U. S. torpedo boat destroyer	420	7	8000	Lieut. R. Hill	Cebu
Callao	U. S. gunboat	245	8	250	Ensign W. L. Heiberg	Canton
Chaunoy	U. S. torpedo boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cebu
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cebu
Dale	U. S. torpedo boat destroyer	420	7	8000	Lieut. O. A. Woodruff	Cebu
Deceatur	U. S. torpedo boat destroyer	420	7	8000	Lieut. E. H. Green	Cebu
El Cano	U. S. gunboat	620	4	800	Lt. Comdr. S. Gannon	Shanghai
Halma	U. S. gunboat	1392	8	1988	Comdr. G. R. Marvel	Shanghai
Manila	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cebu
Manzanillo	U. S. monitor	3800	6	3000	Lt. E. F. Starr	Cebu
Minotaur	U. S. monitor	4084	4	5377	Commodore J. Y. Chase	Cebu
Montgomery	U. S. gunboat	245	8	—	Lieut. B. B. Taylor	Cebu
Panama	U. S. gun going tug	254	5	1200	Lieut. R. W. Wallace	Cebu
Panama	U. S. Buquet three	268	—	—	Lieut. W. O. Wallace	Cebu
Quincy	U. S. gunboat	250	5	208	Lieut. J. J. Harnigan	Cebu
Rainbow	U. S. cruiser	4280	14	1900	Lt. Comdr. D. W. Wirtzinger	Cebu
Shanghai	U. S. gunboat	245	8	250	Lt. G. O. Dickman	Cebu
Shanghai	U. S. protected cruiser	3118	14	14,401	Lieut. H. A. Wiley	Cebu
Shanghai	U. S. gunboat	270	5	208	Lieut. R. T. Tapp	Cebu
Shanghai	U. S. gunboat	1392	8	1984	Lieut. J. F. Harnigan	Cebu



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QUEEN'S ROAD, HONGKONG.

some quarters and especially amongst those who have themselves won honors by work in the old way. Nothing apparently is fixed yet, but from what we learn there is likely to be some opposition on the part of a considerable section of the people against the new proposal. Many of the better educated and far-seeing perceive that the President in this matter is "exercising his authority and pushing things back quite far enough, even if he has not already gone too far. An influential native newspaper published in Canton has ventured to publish the following criticism on the present backward trend, and if they feel so strongly there must be a good deal of latent opposition which the Government will do well to notice and measure. "Do we condemn the people for all this? We must first of all regard it as a duty to blame the Government as to what is going on. And what is that? There is apparently a desire to re-establish the Board of Censors. There has already been the destruction both of the Parliament at Peking and the provincial assemblies in all the provincial cities. Further, it has been decided not only to suppress all societies for furthering the idea of self-government but also all agencies that have this for their aim. It would appear as if it were intended to annul the arrangement; by which the law department should be free from the control of local officials and should only give an account of its doings to a central law bureau at Peking. And now, on the back of all this, there is a proposal for the establishment of the old grades of official rank, with buttons and other decorations; and these are to be given to those who have won honours at literary examinations, just as was the rule in olden days." This is the protest of the native press, and such a list of retrogressions may well make one rub one's eyes and ask if the good that was hoped for has accrued from all the tumult and arson and bloodshed of the past two years.

The benefits that must accrue from the Revolution will come in time. Modern Peking, like ancient Rome, can not be built in a day, and the old conservatism of China can not be substituted by something better only by gradual development. Reaction is sure occasionally to show its hoary head, but the young and the vigorous, especially when they are triumphant, can well afford to smile at such dotard attempts to "put back the hands of the clock." President Yuan may seem for the moment to acquiesce in a retrograde step. Thus can he know to what extent are the reactionaries willing to go. When the time is ripe, the astute President will give them their quietus and send them and their precious scheming into the limbo of things forgotten. Strong men can afford to look on while puppets laugh—and President Yuan Shih Kai is a strong man.

At the ordinary meeting of the committee of the Bible Society, orders were sanctioned for printing new editions of the Scriptures, amounting to 1,100,000 copies, in 13 foreign languages. This total included 848,000 volumes for China; and 72,000 volumes in Russian or Slavonic.

Three foreign passengers of the N.Y.K. Aki Maru, which is bound from Seattle to Hongkong, were discovered by a gendarme at Moji recently while taking photographs. A Public Prosecutor was sent for from Yokohama, and after examining the suspects he ordered their release as they had proved that their offence was committed in ignorance of the law. The negatives were ordered to be confiscated.

LOCAL WEDDING.

Hamilton-Laverick.

At St. John's Cathedral yesterday Mr. Alexander Hamilton of the Taikeo Dock was quietly married to Miss Annie Laverick of Wellington-on-Tyne who arrived in the Colony by the P. and O. s.s. Malta on Monday.

The ceremony was performed by the Rev. V. H. Copley-Moyle, and the bride who looked charming in a cream costume trimmed with tulle-veil, was given away by Mr. George W. Anderson of Quarry Bay. Miss Katie Anderson acted as bridesmaid and Mr. David Keith supported the groom as best man.

After the ceremony a reception was held at the Hongkong Hotel. Mr. and Mrs. Hamilton later left for Monaco where the honeymoon is being spent.

RESTAURANT RAIDED.

Five Men Arrested and Remanded.

The Yi Hon restaurant, 415 Queen's Road West, was raided for gamblers last night by a party of police, headed by Detective Sgt. Wills, and five Chinese were arrested.

## RABIES IN HONGKONG.

### PUBLIC WARNED AGAINST STRAY DOGS.

An outbreak of rabies has been notified to the police and the dog has been destroyed and the carcass burnt.

Capt. McEl Messer, Superintendent of Police, asked the Press this morning to give prominence to the fact that the usual regulations enforced on such occasions would be immediately published. Owners of dogs are warned to keep a sharp lookout on their pets. Any dog wandering about in the day time which is not collared and licensed number will be liable to be shot and any dog wandering at night will meet with similar treatment. The public are earnestly requested to see that their animals are chained up at night.

Recently rabies broke out in Kowloon and it is presumed that the outbreak in the Colony has come from that quarter.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

The P. and O. steamer Medina on the 1st inst. shipped at Port Said £206,430 in gold for India.

The fire bars of a furnace for boiler at the Public Works Department have been stolen.

Miss Kwok Cheung, a school teacher, reports on behalf of her mistress that yesterday the small absconded taking with her 17 pieces of clothing.

A Chinese has been charged in the New Territory, at the instance of Mr. Everett, overseer of the Public Works Department, with the theft of 60 lbs of galvanised wire.

Mr. R. G. Knowles, the well-known comedian, accompanied by his wife, has left London by the Nelson liner Highland Scot, for San Francisco, where he is going for a short holiday.

Mr. Baker, of the Canton-Kowloon Railway, has informed the police of the theft of 80 feet of wire which was cut down on the railway near the village of Tai Wai on Tuesday.

The Government has indicated a war on rats which infest some of the departmental buildings, and the military authorities have obtained the services of a professional rat catcher for the barracks, as an experiment.

Mr. James Reiss, of 36, Cadogan-square, S.W., late a partner in the firm of Messrs. Reiss Bros., of Manchester, who died in Paris on Oct. 14 last, aged 77 years, left estate of the gross value of £51,234, of which £48,925 is net personality.

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## LEGISLATIVE COUNCIL.

### TO-DAY'S MEETING.

A meeting of the Legislative Council was held this afternoon. PRE. the Governor, Sir P. H. May, K.C.M.G., presided and there were also present:—The Hon. Mr. CLAUDE SEYMEN, Colonial Secretary. The Hon. Mr. J. A. S. BUCKNELL, K.C., Attorney General. The Hon. Mr. A. M. THOMSON, Colonial Treasurer. The Hon. Mr. W. CHATHAM, C.M.G., Director of Public Works. The Hon. Mr. E. E. HALLIVAN, Secretary for Chinese Affairs. The Hon. Mr. C. McI. MESSER, Captain Superintendent of Police. The Hon. Dr. Sir KAT HO KAT, C.M.G. The Hon. Mr. WAT YI K, C.M.G. The Hon. Mr. E. E. FOLLOWS, K.C. The Hon. Mr. R. A. HAYWOOD, C.M.G. The Hon. Mr. E. SMITH. The Hon. Mr. DAVID LANDALE. Mr. A. G. M. FLETCHER, Clerk of Council.

### FINANCIAL MINUTES.

The following recommendations for financial votes were submitted and referred to the Finance Committee: \$200 for levelling a portion of Wave End Park to form a playground; \$2,000 in aid of the Public Works for a Police Station at Cheung Chau; \$10,400 in aid of the Public Works, extraordinary, for improvement at Ap Liu Village; \$500 for books and bookcases for the Secretariat for Chinese Affairs.

### JUROR'S LIST.

The Juror's List for 1914 was submitted and approved.

### ROYAL SQUARE STATUES.

Hon. Mr. H. E. Pollock, in accordance with a notice on the paper, asked: "What steps do the Government propose to take, and when, for the preservation of the statues in Royal Square from contact with the public?"

The Colonial Secretary replied: Provision will be made in the estimates for 1915 for putting railings round the statues. The Sanitary Department have been instructed to keep the pedestals in a cleanly condition.

### TO FACILITATE FOREIGN MARRIAGE.

The Hon. Attorney General moved the first reading of an Ordinance to amend the Foreign Marriage Ordinance 1903. The Hon. Colonial Secretary seconded and the motion was agreed to.

The bill has for its object regulations which are intended to facilitate the performance of the contract of marriage by British subjects outside the United Kingdom and comes into force on the 23 March 1914.

### PROVISION OF CREMATORY.

The Attorney General, moving the second reading of a Bill to provide for the regulation of the burning of human remains and to enable crematoria to be established, pointed out that the burning of the bodies of the dead formed part of the religion of certain sects, notably Sikhs, and that among the general community the practice seemed to be on the increase. The Sanitary Board had already certain powers in this matter, but the Government considered them insufficient.

The Hon. Colonial Secretary seconded and the motion was agreed to. The Bill was afterwards taken through committee and passed.

### DANGEROUS ELECTRIC SUPPLIES.

The Hon. Attorney General moved the first reading of a Bill to amend the Electricity Supply Ordinance, 1911. The Hon. Colonial Secretary seconded, and the motion was passed.

In the objects and reasons clause of the measure it is stated that while the majority of private electric installations are no doubt free from danger it has been found that there are cases in which private installations apparently of faulty character are situated in the case of or adjacent to other premises to which they constitute a constant danger. In order to avoid this danger, providing that the regulations for securing the safety of the public contained in the schedule to the Ordinance shall have effect generally and that any exemption from the provisions of the section must be of specific character subject to the express permission of the Governor-in-Council. Any installation of self-contained character which does not shadow with danger other premises will under sub-section (5) giving power to the Governor-in-Council to grant exemption from the general provisions of the section, be able to obtain freedom from the regulations in question.

It would seem that the Bill is a point of view and for the safety of the public the modification of Section 3 of the Electricity Supply Ordinance, 1911, which is proposed under the present Bill is a matter of great desirability.

The Committee stage of the Amending Bill to the Chinese Passengers Act, 1904, and the Bill providing for the regulation of dental surgeons were deferred.

## A SHOP FITTING ACCOUNT.

### INTERESTING SUMMARY COURT CASE.

In the Summary Court this morning before Mr. Justice Gompertz, Puisne Judge, Chee Yan, trading as Chee Yan Kwee, contractor, of 22, Ship Street, and George Steiger, of the Bello View Hotel, and J. Danckert, of 13a, Praya East, 2nd floor, for \$280, balance due on account of alterations to a shop.

Mr. Haywood, of Mr. Leo D'Almeida e Castro's office, appeared for plaintiff, and Mr. J. H. Gardiner defended.

Mr. Gardiner mentioned that judgment had already been obtained against the first defendant, and he submitted that in consequence of that Mr. Haywood was not entitled to obtain judgment against the second man also, though it was a joint contract. He quoted an authority on this point.

The Puisne Judge said he believed Mr. Gardiner was right.

Mr. Haywood was of opinion that when he sued one man and obtained judgment he could not bring a further action for the same debt against another man. In this case, however, he brought an action against both defendants. They both appeared, and he obtained judgment against the first and reserved his right to obtain judgment against the other.

The Puisne Judge: But did you reserve your right?

Mr. Haywood replied that his Lordship allowed him to do so.

Mr. Gardiner mentioned that money had been paid in respect of the first defendant.

Mr. Haywood: And a day was fixed for the hearing of the summons against the other.

Mr. Gardiner denied that a day was fixed and mentioned that the first defendant had already paid \$40 of the debt.

The Puisne Judge said Mr. Haywood certainly could not recover the whole amount plus the \$40. That would be absurd. He added that the point was a technical one and he thought it could be amended by re-opening the case. He would reserve the point for the present.

Mr. Haywood said the action was brought on a contract signed by both defendants. The first defendant wanted to open a sausage shop and for that purpose desired certain alterations to the premises. Plaintiff gave an estimate and asked that as he did not know defendant he should get somebody to make himself jointly liable with him. Defendant brought in his partner and the contract was signed by the two.

The Puisne Judge: Who is the first defendant?

Mr. Haywood: The sausage shop man whom I have got judgment against.

The Puisne Judge: How does the second defendant come in?

Mr. Haywood: The plaintiff would not give credit to the first defendant, and he had no address, and though he did not know the second man he accepted the two names.

Mr. Haywood called the plaintiff and another man who acted as interpreter.

Mr. Gardiner said the defence was that Mr. Danckert was called in purely as an interpreter. He was very slightly acquainted with Mr. Steiger.

His Lordship: Is he a partner in the sausage business?

Mr. Gardiner added that the contractor required two signatures, and Mr. Danckert signed merely as a witness, to make sure that it was Steiger.

His Lordship asked why he did not sign expressly as a witness?

Mr. Gardiner said he thought he was only signing as a witness.

Mr. Danckert, a commission agent, gave evidence to this effect, stating that he was in no sense a guarantor. He took the document to be an order form and not a contract. He signed as a guarantee of the good faith of Mr. Steiger's signature.

## JUBILEE ROAD MURDER.

### ACCUSED MAN ACQUITTED.

After deliberating in private for half an hour last evening the jury engaged in the Jubilee Road murder trial returned a verdict of not guilty against Kan Chal and he was accordingly discharged.

In consideration of the length of the trial the Chief Justice released the jurymen from further service for a term of three years.

The prisoner was charged with murdering his younger brother (a partner in the family business) by shooting him on the Jubilee Road in June last year, and the motive alleged by the Crown was that he wished to possess himself of his brother's share of the family property.

## SPEAKING TO JURYMEN.

### Incident at Criminal Sessions.

Police Inspector Explains.

An incident of a rather unusual nature occurred yesterday at the conclusion of the murder trial at the Supreme Court.

The accused man having been discharged, the Chief Justice called for Inspector Dymond, who was in charge of the investigations leading up to the proceedings, and addressing him said it had been communicated to him that day by the learned Counsel for the prosecution in that case, in the presence of the Attorney-General and the Crown Solicitor, that something had occurred after the rising of the Court the previous day.

After the Court rose he (Inspector Dymond) was seen to be in conversation with two gentlemen of the jury, and one gentleman of the jury had communicated to him also that he was seen in conversation with a third gentleman. "What have you to say?" asked the Chief Justice.

Inspector Dymond replied that when the Court rose the previous day he went to the end of the Court and stood on the steps with a Sergeant, waiting for someone. The foreman of the jury and one of the jurymen were also standing there.

One or two words were spoken. In fact he (Inspector Dymond) said he was going home to Quarry Bay then. The foreman asked, "Do you live at Quarry Bay?" He replied that he did, said "good night," and went away. That was all that passed.

The Chief Justice asked the jurymen concerned if that agreed with their views. The Foreman—Yes, my Lord; what the Inspector says is correct.

The other jurymen concurred. The Chief Justice reminded the jury of what he had told them, regarding conversations with the people during the case, and added that Inspector Dymond, with his long experience of this Court, ought to have known it was not right to speak to the jury at all. But what he had said was an explanation.

Inspector Dymond—It is correct, my Lord.

The Chief Justice then said to the Inspector that, in future he would rather he did not talk to the jury about the weather or anything else. Of course he accepted the Inspector's explanation. The learned Counsel was perfectly right, in fact it was his duty to make representation to the Court on the matter. It was extremely desirable and most important that the jury should never listen to anything at all from anyone not even a police officer, during the conduct of the Court.

Mr. Potter, Counsel for the defence, remarked that he was requested to bring that matter up, and he accepted what had been said both by the jurymen and Inspector Dymond. But he did consider it his duty—and his Lordship was of the same opinion—to mention the point, for two reasons. In the first place, he was entitled, if he chose to do so, to have the jury discharged there and then and have a new jury empanelled. The law was clear on that point. Secondly, as the case went on, and if there had been an adverse finding by the jury, he thought he would also be entitled to appeal, and to have the verdict set aside on that very ground.

The Chief Justice—You are perfectly right, Mr. Potter. The matter is now entirely at an end, and I acquit Inspector Dymond from everything.

Mr. Potter—It was not a pleasant duty to perform at all.

The Chief Justice: As I say, you were perfectly right.

## THE RACES IN PICTURES.

H.E. the Governor, Sir Henry M. K.C.M.G., and party, this afternoon, went to attend a special rehearsal of a cinematograph film at No. 64, Nathan Road, Kowloon, depicting scenes on the race course.

The film, which was taken by the Variety Film Exchange Co., is an understanding, a triumph in photographic art, and the scenes include the most thrilling incidents of the Derby race, which is regarded on all hands as the keenest and best Derby race for years—the final of all the more important races and scenes in the grand and picturesque.

The Variety Film Exchange Co. has arranged to show the film at the Grand Theatre, 22, Praya East, on Friday and Saturday nights.

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## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON. 1914.  
PROPOSED SAILINGS OF MAIL STEAMERS.

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave	Leave	Leave	Due at	Due at
"ORIENTAL"	Colombo	Shanghai	Hongkong	Marseilles	London
Yokohama	Jan. 8	Jan. 13	Jan. 17	Feb. 13	Feb. 19
Jan. 22	Jan. 27	Jan. 31	Feb. 4	Feb. 27	Mar. 5
Feb. 5	Feb. 10	Feb. 14	Feb. 18	Mar. 12	Mar. 19
Feb. 19	Feb. 24	Feb. 28	Mar. 3	Mar. 27	Apr. 3
Mar. 5	Mar. 10	Mar. 14	Mar. 18	Apr. 10	Apr. 16
Mar. 19	Mar. 24	Mar. 28	Mar. 31	Apr. 24	Apr. 30
Apr. 2	Apr. 7	Apr. 11	Apr. 14	May 8	May 14
Apr. 18	Apr. 23	Apr. 27	May 1	May 22	May 28
Apr. 30	May 5	May 9	May 12	June 6	June 11

THE ATTENTION OF PASSENGERS IS DRAWN TO THE Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

Steamer	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	Marseilles	London	London
1st SALOON "A"	Accommodation	SINGLE	285.	RETURN	297.	
2nd SALOON "A"	"	"	259.	"	289.	
3rd SALOON "A"	"	"	244.	"	268.	
4th SALOON "A"	"	"	240.	"	260.	
1st SALOON "B"	Accommodation	SINGLE	259.	RETURN	291.	
2nd SALOON "B"	"	"	233.	"	283.	
3rd SALOON "B"	"	"	218.	"	268.	
4th SALOON "B"	"	"	214.	"	264.	

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS, AT REDUCED RATES.

Steamer	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	Marseilles	London	London
1st SALOON "A"	about	about	about	about	about	about
2nd SALOON "A"	about	about	about	about	about	about
3rd SALOON "A"	about	about	about	about	about	about
4th SALOON "A"	about	about	about	about	about	about
1st SALOON "B"	about	about	about	about	about	about
2nd SALOON "B"	about	about	about	about	about	about
3rd SALOON "B"	about	about	about	about	about	about
4th SALOON "B"	about	about	about	about	about	about

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON "A" SINGLE: 275 RETURN: 235

FARES TO MARSEILLES

1st SALOON "A" SINGLE: 245 RETURN: 205

2nd SALOON "A" SINGLE: 215 RETURN: 175

3rd SALOON "A" SINGLE: 205 RETURN: 165

4th SALOON "A" SINGLE: 200 RETURN: 160

1st SALOON "B" SINGLE: 215 RETURN: 175

2nd SALOON "B" SINGLE: 185 RETURN: 145

3rd SALOON "B" SINGLE: 175 RETURN: 135

4th SALOON "B" SINGLE: 170 RETURN: 130

5th SALOON "B" SINGLE: 165 RETURN: 125

6th SALOON "B" SINGLE: 160 RETURN: 120

7th SALOON "B" SINGLE: 155 RETURN: 115

8th SALOON "B" SINGLE: 150 RETURN: 110

9th SALOON "B" SINGLE: 145 RETURN: 105

10th SALOON "B" SINGLE: 140 RETURN: 100

11th SALOON "B" SINGLE: 135 RETURN: 95

12th SALOON "B" SINGLE: 130 RETURN: 90

13th SALOON "B" SINGLE: 125 RETURN: 85

14th SALOON "B" SINGLE: 120 RETURN: 80

15th SALOON "B" SINGLE: 115 RETURN: 75

16th SALOON "B" SINGLE: 110 RETURN: 70

17th SALOON "B" SINGLE: 105 RETURN: 65

18th SALOON "B" SINGLE: 100 RETURN: 60

19th SALOON "B" SINGLE: 95 RETURN: 55

20th SALOON "B" SINGLE: 90 RETURN: 50

21st SALOON "B" SINGLE: 85 RETURN: 45

22nd SALOON "B" SINGLE: 80 RETURN: 40

23rd SALOON "B" SINGLE: 75 RETURN: 35

24th SALOON "B" SINGLE: 70 RETURN: 30

25th SALOON "B" SINGLE: 65 RETURN: 25

26th SALOON "B" SINGLE: 60 RETURN: 20

27th SALOON "B" SINGLE: 55 RETURN: 15

28th SALOON "B" SINGLE: 50 RETURN: 10

29th SALOON "B" SINGLE: 45 RETURN: 5

30th SALOON "B" SINGLE: 40 RETURN: 0

31st SALOON "B" SINGLE: 35 RETURN: 0

32nd SALOON "B" SINGLE: 30 RETURN: 0

33rd SALOON "B" SINGLE: 25 RETURN: 0

34th SALOON "B" SINGLE: 20 RETURN: 0

35th SALOON "B" SINGLE: 15 RETURN: 0

36th SALOON "B" SINGLE: 10 RETURN: 0

37th SALOON "B" SINGLE: 5 RETURN: 0

38th SALOON "B" SINGLE: 0 RETURN: 0

39th SALOON "B" SINGLE: 0 RETURN: 0

40th SALOON "B" SINGLE: 0 RETURN: 0

41st SALOON "B" SINGLE: 0 RETURN: 0

42nd SALOON "B" SINGLE: 0 RETURN: 0

43rd SALOON "B" SINGLE: 0 RETURN: 0

44th SALOON "B" SINGLE: 0 RETURN: 0

## SHIPPING

## AUSTRIA LLOYD.

Under Mail Contract with the Austrian Government  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. AFRICA, 8,840 tons, will leave as above on 15th March at 4 p.m.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Decks  
Stairways, Landings, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £18, 3rd £12.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. VORWARTS, 12,900 tons, will leave as above about 3rd March.  
These Steamers, of large tonnage are fitted with comfortable on-board accommodations for Saloon  
passengers. No Surcharge. Decks, Stairways, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice) 243.

RAILWAY FARES THRU-ENGLAND.  
Via Straits, Colombo, Aden, Suez, Port Said.  
Via Venice, Milan, Naples, Rome, Florence, Genoa, or Bologna, Class I £12, II £8, III £5.  
Via Vienna, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, Class I £12, II £8, III £5.  
Via Munich, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, Class I £12, II £8, III £5.  
TJ SHANGHAI:  
S.S. AFRICA, 8,840 tons, will leave as above on 4th March, at 6 a.m.  
FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £24, 3rd £24.

TO KOBE, VIA SHANGHAI, YOKOHAMA.  
S.S. AUSTRIA, 14,000 tons, will leave as above about 2nd March.  
Cargoes taken at through rates to all ports in Adriatic (Trieste, Venice, Ravenna, Ancona, etc.) and North and South America.  
SANDER, WILHELM & CO., Agents, Prince's Building.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.  
THE CHICAGO MILWAUKEE & ST. PAUL  
RAILWAY CO.  
Connecting at TACOMA & SEATTLE with  
THE CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route  
from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Commercial Points in the  
U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers  
Panama Maru ..... J. Hamada ..... Wednesday, 4th March at 1 p.m.  
Seattle Maru ..... S. Sato ..... Saturday, 7th March at 1 p.m.  
Mexico Maru ..... N. Kobayashi ..... Wednesday, 1st April at 1 p.m.  
Chicago Maru ..... I. Goto ..... Thursday, 16th April at 1 p.m.  
Canada Maru ..... H. Yamamoto ..... Wednesday, 29th April at 1 p.m.  
Tacoma Maru ..... T. Hamada ..... Thursday, 14th May at 1 p.m.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.  
Calling at MOJI, KOBE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless  
Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted  
rooms for carrying Silk, Treasure and Porcelain. Special attention given towards  
Express connections.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG

AND COLOMBO.

Steamer  
LUZON MARU ..... K. Sukawa ..... Sunday, 8th March a.m.  
SAIGON MARU ..... T. Yamaguchi .....  
INDO MARU ..... K. Komiya .....  
For MOJI, KOBE & YOKKAICHI.

Steamer  
SAIGON MARU ..... T. Yamaguchi .....  
LUZON MARU ..... K. Sukawa .....  
INDO MARU ..... K. Komiya .....  
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## SHIPPING

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE  
TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: Connecting with "SURAT" 17th March, 1914.  
28th February.  
Excellent Accommodation for 1st and 2nd Class Passengers.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient indentment offered, and affording the  
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" About 30th of March.  
First Class Accommodation for Passengers.  
Freight with Wireless Telegraphy.

For Rates of Freight and Passage, apply to  
THE BANK LINE, LIMITED.  
MANAGING AGENTS.

## HONGKONG-NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S.  
For Freight & further particulars, apply to  
DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CALCUTTA in connection with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND "SUEZ" LINE.

Proposed Sailing from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
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